
The Ghost Writer

Canandaigua Composite Squadron

New York Wing, Civil Air Patrol

Canandaigua, New York

Volume 4 Issue 2, March 2003



Commanders have a lot to say

There is a lot going on

From The Commander:

My apologies go out to the squadron for the cancellation of the commander's call. I felt that it would be much more informative if the commander's call was done after the inspection results were in. Commander's Call will be rescheduled for later this year and will depend on how soon we receive our inspection report. Right now I would guess that it will be sometime in June or July, so please cancel all your vacations for those months so you won't miss it. "JUST KIDDING!"

We had a very successful open house in January and I am very pleased to say that we did have some new recruits join. I would like to take this time to welcome Father Simon Bancroft-Howson and Aaron Wagner to our squadron. I can only hope that we will all make them feel welcome and help them to fit into our program.

Major Stanley Skrabut has done it again and a big congratulation goes out to him. Major Skrabut received a compliment on having put together one of the best web pages that Major General Rick Bowling's has seen. I quote from Maj. Gen. Bowling, "This is one of the best sites I have seen," now that is the kind of attention we need. Maj Gen Bowling also asked to; "please express my appreciation to all the squadron members for their commitment." You might say that all are hard work has not gone unnoticed.

The month of February had been very busy with all the training and I had seen some promotions come about. Well this month is going to be very busy too. We have the Group Ball, Bivouac, and SLS for the seniors during this month. I am very pleased to see that we had a great showing (seven senior members) attended the SLS (Senior Leadership School). It sets a fine example to see the seniors moving forward in the program. I hope you enjoyed yourself.

Congratulate to SM Jaclyn Bradley for her attempt to achieve the Spaatz Award. Her efforts were very noble and with her college work and study for the Spaatz she did an excellent job. I as a commander and her father am very proud and pleased with her efforts. Congratulation to the new 1Lt. Jaclyn Bradley for she has received her promotion.

I have sent out information on this year's encampment at Fort Drum and hope to see both seniors and cadets attending this encampment. If you didn't receive the information please check with your staff and have them inform you or get the information you need. I am looking forward to seeing last year's cadets

returning to Drum as staff members you would find it to be a very rewarding experience.

Please keep our fellow reservist in your thoughts and prays for they to may be moving out in the near future.

Capt John E. Bradley III
Commander

Promotions and Things

Let me start off by announcing a few promotions. Cadet Hauenstein was promoted to Staff Sergeant. Cadet McClure was promoted to Technical Sergeant. Cadet Compton was promoted to Master Sergeant. Congratulations to all who were promoted. Keep up the good work. Cadet Hasard and Compton are doing a fine job with opening and closing formation. They are good examples to follow and are willing to help you in any way possible.

Keep showing up to the meetings on time and in the correct uniform. I see much improvement with that. Also, if you know you are not going to make it to the meeting, give your flight sergeant or cadet staff a call and **let somebody know**.

The open house was a success. We had many new people show up. Let's continue to be vigilant about recruiting. Keep passing the word along to as many people as possible. Many people still don't know we exist, and this is a big problem. If anybody needs brochures to hand people, I have extras to give you.

Drill has been slowly improving. Keep stressing the basics. Cadets who have been here for a while know that drill is my favorite thing to do. If you have any questions about drill, feel free to talk to me. Don't be afraid to ask if you don't know. Keep studying your general knowledge. This is also very important, especially when you go before a board. Keep in mind that the 2003 NYW summer encampment dates are July 26 - August 3. If you are on staff, plan on arriving one day early and leaving one day later. That is all I have for now. Don't forget to let your flight sergeant or cadet staff know if you are going to miss a meeting.

2Lt. Michael Miller
Deputy Commander for Cadets

To all Personnel of the New York Wing:

Last evening, a group of dedicated Wing Staff assisted me in assembling over 2,700 NY Wing Conference brochures that will be mailed this weekend. This is the first time that a mailing for a Wing Conference (2003 Wing Conference and CadetFest) is being sent to practically every member and unit in the Wing. The Wing Conference is scheduled for 30MAY - 1JUN in OWEGO, NY (NOT OSWEGO !!) -- I don't want anyone showing up at the wrong location !!! -- and I think you will find the prices very reasonable. All packages include the Banquet and Conference fees, and breakfast and lunch are your responsibility, but the food at the hotel is quite good and reasonable priced and there are plenty of places nearby to eat as well.

This year, for the first time that I can recall, we are offering dual conferences for both Seniors and Cadets, with separate Seminars for both. In addition, on Saturday evening after the Banquet, for Cadets who are registered for the Conference, there will be a dance and social and there also will be dancing for the Senior Members as well!! Both National Command and Staff as well as Region Command and Staff have been invited. I have also made a request for the National Bookstore to support us, but since they will be going on-line (Internet) during the summer, they will no longer be supporting future Conferences. I am waiting to hear from the Executive Director on this request, as we would be one of the last Wings to have them, but as I pointed out, one of the largest. If they are confirmed to attend, I will put out an additional message. We also hope to have all of our former Wing Commanders in attendance. Our featured morning guest speaker is Colonel Robert Knauff, of the 174th Fighter Wing, NYANG and pending appointment as the Chief of Staff, NYS Division of Military and Naval Affairs.

For Squadron and Group Commanders: Cadet Awards (Mitchell, Earhart, Eaker and Spaatz) will be presented at the Wing Conference if they have not already been presented locally. You need to contact me with the Cadet's Name, Award and Award #, and make arrangements to insure that the award is in my hands for the Conference. The same is true for Professional Development (Senior Training) Awards.

I look forward to seeing you all and greeting you in Owego, NY, for what I believe will be a most enjoyable and memorable Conference. Keep your eyes open for the brochure in the mail !!

Sincerely,

(Austyn) AUSTYN W. GRANVILLE, JR., Colonel, CAP
NY Wing Commander

To all Personnel of the New York Wing:

I just returned from the Winter National Board in Washington, DC and I will summarize what the Board acted upon. Also, I will include some additional items that were discussed. (As we have a very large Wing, I ask that you do not query me directly for additional details, but you should forward your questions/concerns/comments to your Group Commander, who will then share them with me. Wing Staff should go direct and copy the Vice-Commander and Chief of Staff with your questions.)

Here in brief, are the Action Items, and a brief description of the item and the National Boards decision. I will add comments where appropriate.

AGENDA ITEM #1 - RATIFICATION OF REGULATIONS
The following regulations were presented to the Board for ratification:

CAPR 50-17 Senior Member Professional Development
Emergency 2 and 2a to CAPR 60-1, CAP Flight Management

The Board ratified CAPR 50-17 as presented. The Board rescinded Emergency Change 2 and 2a to CAPR 60-1 and instead approved Change 3 to CAPR 60-1 with very minor modifications. (Note: These changes should be posted to the National Website shortly and will be distributed with the monthly unit mailing as well.)

AGENDA ITEM #2 - ACCESS TO EMERGENCY SERVICES QUALIFICATION RECORDS

This item dealt with the National Operations Center to be able to grant to a Wing IC temporary access to the Interactive Personnel System in cases where the IC cannot obtain contact info, such as for members of adjoining Wings. The Board APPROVED this item, limiting information to e-mail and telephone numbers only and that the information would be used for official purposes.

AGENDA ITEM #3 - FMS/EMERGENCY SERVICES DATA ENTRY - INDIVIDUAL'S INFORMATION

This item dealt with the large Wings who must spend considerable time to enter data into FMS. The intent here was to allow each individual access to the Qualification/Certification module of the FMS system automatically by virtue of his/her registering for e-services. Any data entry would still be subject to verification, however. The Board APPROVED this item.

AGENDA ITEM #4 - BUILDING FOR THE TEXAS WING OPERATIONS, TRAINING AND HQ

This item was a request by the TX Wg to enter into a contract for no more than \$60,000 or 6% of the total cost of the project to construct an 11,400 sq. ft. building. The monies were raised by individual donations and corporations. The Board APPROVED this item.

AGENDA ITEM #5 - PROPOSED CHANGES TO CAPR 123-2

This item dealt with the issue that currently Reports of Investigation (ROI) of situations that occur in one Wing cannot not be shared in some format to other Wing Commanders, Corporate Officers and IG's for discussion and proactive use, to prevent a similar occurrence in another Wing, by presenting these files in a sanitized format -- eliminating all names, locations, Wing, unit, etc. (Note: This issue drew a lot of controversy and debate, yet when all was said and done, many felt that this was something worthwhile to look into.) The agenda item was TABLED until the Summer 2003 National Board.

AGENDA ITEM #6 - CAP BUSCH CAR MARKETING

PLATFORM

This item dealt with the obligation of CAP over the past 2 years to the NASCAR marketing platform -- at the cost of \$5,000,000. The Board of Governors, in their December 2002 meeting, indicated that a decision to renew this contract must be made by 1JUL03. The Board APPROVED the motion that if substantial revenues are not recovered prior to the 1JUL03 deadline, that the National Board would recommend to the Board of Governors to terminate the contract.

AGENDA ITEM #6a - AOPA AIRPORT WATCH

The Aircraft Owners and Pilots Association developed a program known as AOPA Airport Watch - to monitor our GA Airports with our eyes and ears. The Transportation Security Administration (TSA) supports this AOPA initiative. The National Board was asked to approve CAP Participation in this endeavor. The Board APPROVED this item. (Note: AOPA Airport Watch packages and a letter from the National Commander will be distributed to all units in the upcoming weeks.)

AGENDA ITEM #7 - SENIOR SPECIALTY TRACK

With increased reliance on Internet and computer technologies, a new specialty track that emphasizes this important knowledge be created for senior members. The Board APPROVED this item.

AGENDA ITEM #8 - CAP FINANCE OFFICERS

This agenda item was to induce personnel with a financial background to enter the Senior Member Program with certain grades, as we do for other Professionals, such as Lawyers, Doctors, etc. The Board voted to TABLE this item for further discussion.

AGENDA ITEM #9 - CAP MEMBERSHIP FORMS

Changes were proposed to CAPF 12, 13 and 15 so that "Initial membership commences on the date the membership application is processed by National Headquarters and the individual's name appears on the official membership database. Membership terminates 1 year later on the last day of the month which the application was processed by National Headquarters". The Board APPROVED this item (Note: Look for these new forms on the National Website in the next few weeks.)

AGENDA ITEM #10 - Change to CAPM 39-2, GENERAL MEMBERSHIP

This item was proposed to change CAMP 39-2, paragraph 1-2 which reflects 7 categories of CAP Membership, changing "seniors" to read "service members". The Board DISAPPROVED this item.

AGENDA ITEM #11 - Change to CAPR 35-5, CAP OFFICER AND NONCOMMISSIONED OFFICER APPOINTMENTS AND PROMOTIONS

This item was introduced by committee to bring Warrant Officer Grades into CAP (WO 1 through 5), for those members who offer skills like pilots or other operational specialties, but do not wish to participate in the CAP Senior Training Program or attend regular meetings. The Board DISAPPROVED this item.

AGENDA ITEM #12 - Change to CAPR 35-5, CAP OFFICER AND NONCOMMISSIONED OFFICER APPOINTMENTS AND PROMOTIONS

This item was introduced by committee and dealt with modifying the regulation for time-in-grade requirements for direct appointments. The Board DISAPPROVED this item.

AGENDA ITEM #13 - Change to CAPR 35-5, CAP OFFICER AND NONCOMMISSIONED OFFICER APPOINTMENTS AND PROMOTIONS

This item was introduced by committee and requested that the Board vote to approve 4 Flight Officer grades and new requirements for promotion to these grades. The Board DISAPPROVED this item.

AGENDA ITEM #14 - Change to CAPR 35-5, CAP OFFICER AND NONCOMMISSIONED OFFICER APPOINTMENTS AND PROMOTIONS

This item was introduced by committee and requested that the Board vote to approve a change to the regulation that would allow 8 Noncommissioned officer grades and new requirements for promotion in these grades. This would also require Air Force approval. The Board DISAPPROVED this item.

Other issues that were being discussed/acted upon were:

- * Aircraft Procurement - CAP will be purchasing Cessna 182's and GA-8's. The 182's would be based in the Western Wings, with 172's and Maule's being moved to the Eastern Wings. CAP will no longer purchase 172's from Cessna or Maule's. The GA-8, an Australian plane, with the capability of supporting multiple functions suited to our expanding roles, would be purchased for each Region, with more purchases planned for the future.
- * Multiple-year renewals and Automatic (credit card) renewals.
- * IG Findings from Wing Compliance Inspections (CI) - the most noted problem areas that cause Wings to fail were (in order):
 - o A/C Management and Maintenance
 - o Safety
 - o Transportation
 - o Supply
 - o Finance
 - o Command
- * Realignment of National Headquarters - from 9 Directorates to 6.
- * Life Insurance for Senior Members from GE Financial (paid by membership).
- * The Board voted on a new CAP Mission Statement, Vision Statement, validate the CAP Core Values and validated the Long-Term Objectives of the STEP Committee, one of which was to greatly expand our presence in the Washington DC area.
- * Information Management (IM) reported they are working on 101 cards with picture and that A/C and Vehicle modules would be online. Also, by the Summer 2003 Board, the Bookstore would be an on-line ordering system and that membership renewals could be accomplished on-line as well.
- * The Development Committee proposed the wear of clothname

tags on the Flight suit (in concept) and that the issue would have to be brought to the Air Force for approval. The Board APPROVED this motion.

* The Operations Committee proposed reductions in paperwork for pilot records and the Board APPROVED this motion.

Clarification will be forthcoming in changes to CAPR 60-1 shortly.

* Given the Office of Homeland Security has developed a "Rainbow" of colors for alerting procedures and to standardize amongst the Wings and the Organization as a whole, the Board voted to APPROVE a version of an Alerting System based on these colors. Expect to see this posted in an updated regulation shortly.

I have sat through many National Board sessions -- both as a spectator and as a participant. I can tell you that this Board Meeting was one of the most productive ones I've seen so far. I thank those of you who provided me commentary for thought and consideration for this meeting and as a result, made me even more prepared to deal with the issues placed before the National Board. I value your input and your dedication.

Sincerely,

//s//

AUSTYN W. GRANVILLE, JR., Colonel, CAP
NY Wing Commander

Bradley Promoted to First Lieutenant

STANLEY, NY--- Jaclyn Bradley has been promoted to First Lieutenant in the Civil Air Patrol.

1Lt Bradley is the Assistant Public Affairs Officer for the Canandaigua Composite Squadron and has been a Civil Air Patrol member for seven years. She is a graduate of Marcus Whitman High School and is currently a junior at SUNY Fredonia College where she is studying Music Education.

Bradley Promoted to Flight Officer

STANLEY, NY--- Nicole Bradley has been promoted to Flight Officer in the Civil Air Patrol.

Flight Officer Bradley is currently serving as the Leadership Officer for the Canandaigua Composite Squadron, and has been a Civil Air Patrol member for over three years. She is a graduate of Marcus Whitman High School. She is currently an enlisted Airman First Class training to be an Aerospace Defense and Radar Control Specialist in the United States Air Force.

Seven attend Squadron Leadership School

CANANDAIGUA, NY – Seven members of the Canandaigua Composite Squadron of the Civil Air Patrol participated in two days of intense management training with approximately fifty-five other Civil Air Patrol (CAP) officers from all parts of CAP's New York Wing at the Squadron Leadership School held on 1 and 2 March 2003 at the Hancock Air National Guard Headquarters in Syracuse, NY.

Canandaigua Composite Squadron's attendees included Capt William Stehling of Victor, NY, the Safety Officer and a member for one year; 1Lt David Miles of Canandaigua, NY, the

Aerospace Education Officer and a member for two years; 1Lt Larry Hasard of Union Springs, NY, the Personnel Officer and a member for three years; 2Lt Michael Miller of Farmington, NY, the Deputy Commander for Cadets and a member for three years; 2Lt James McClure of Rushville, NY, the Administration Officer and a member for one year; Senior Member Jonathan Bailey of Newark, NY, the Leadership Officer and a member for one year; and Senior Member John McKelvey of Bloomfield, NY, the Supply Officer and a member for one year.

The objective of Squadron Leadership School (SLS) is to enhance a senior member's performance at the squadron level and increase CAP members (who receive no pay) understanding of the basic function of a squadron and how to improve squadron operations.

Agenda activities include lectures on predetermined leadership/management topics that relate issues found in their home units. Guest speakers offer insights into topics generally related to, or interest to, Civil Air Patrol and its more than 60,000 members.

Skrabut reassigned as Finger Lakes Group Inspector General

ROCHESTER, NY – Major Stan Skrabut of Geneva, NY has been assigned to the position of Inspector General for the Finger Lakes Group of the Civil Air Patrol.

Major Skrabut served as the Deputy Commander of Seniors and Public Affairs Officer for the Canandaigua Composite Squadron, and has been a Civil Air Patrol member for almost twenty years. He works as the webmaster for Hobart and William Smith Colleges.

As Inspector General, Major Skrabut is responsible for implementing, managing, and directing the inspection program for the four composite squadrons of the Finger Lakes Group; Batavia, Canandaigua, Condor, and Rochester. He is to ensure that units comply with CAP directives as well as recommend policies to improve unit effectiveness. Major Skrabut will also investigate complaints and grievances submitted by members of the Finger Lakes Group.

Won't Be Long And They Will Be Gone

From a Military Doctor I am a doctor specializing in Emergency Medicine in the Emergency Departments of the only two military Level One-trauma centers. They are both in San Antonio, TX and they care for civilian Emergencies as well as military personnel. San Antonio has the largest military retiree population in the world living here, because of the location of these two large military medical centers. As a military doctor in training in my specialty, I work long hours and the pay is less than glamorous.

One tends to become jaded by the long hours, lack of sleep, food, family contact and the endless parade of human suffering passing before you. The arrival of another ambulance does not mean more pay, only more work.

Most often, it is a victim from a motor vehicle crash. Often it is a person of dubious character who has been shot or stabbed. With our large military retiree population, it is often a nursing home patient.

Even with my enlisted service and minimal combat experience in Panama, prior to medical school, I have caught myself groaning when the ambulance brought in yet another sick, elderly person from one of the local retirement centers that cater to military retirees. I had not stopped to think of what citizens of this age group represented.

I saw "Saving Private Ryan." I was touched deeply. Not so much by the carnage in the first 30 minutes, but by the sacrifices of so many. I was touched most by the scene of the elderly survivor at the graveside, asking his wife if he'd been a good man. I realized that I had seen these same men and women coming through my Emergency Dept. and had not realized what magnificent sacrifices they had made. The things they did for me and everyone else that has lived on this planet since the end of that conflict are priceless.

Situation permitting, I now try to ask my patients about their experiences. They would never bring up the subject without the inquiry. I have been privileged to an amazing array of experiences, recounted in the brief minutes allowed in an Emergency Dept. encounter. These experiences have revealed the incredible individuals I have had the honor of serving in a medical capacity, many on their last admission to the hospital.

There was a frail, elderly woman who reassured my young enlisted medic, trying to start an IV line in her arm. She remained calm and poised, despite her illness and the multiple needle-sticks into her fragile veins.

She was what we call a "hard stick." As the medic made another attempt, I noticed a number tattooed across her forearm. I touched it with one finger and looked into her eyes. She simply said "Auschwitz." Many of later generations would have loudly and openly berated the young medic in his many attempts. How different was the response from this person who'd seen unspeakable suffering.

Also, there was this long retired Colonel, who as a young officer had parachuted from his burning plane over a Pacific Island held by the Japanese. Now an octogenarian, his head cut in a fall at home where he lived alone. His CT scan and suturing had been delayed until after midnight by the usual parade of high priority ambulance patients. Still spry for his age, he asked to use the phone to call a taxi, to take him home, then he realized his ambulance had brought him without his wallet.

He asked if he could use the phone to make a long distance call to his daughter who lived 7 miles away. With great pride we told him that he could not, as he'd done enough for his country and the least we could do was get him a taxi home, even if we had to pay for it ourselves. My only regret was that my shift wouldn't end for several hours, and I couldn't drive him myself.

I was there the night MSgt. Roy Benavidez came through the Emergency Dept. for the last time. He was very sick. I was not the doctor taking care of him, but I walked to his bedside and took his hand. I said nothing. He was so sick, he didn't know I was there. I'd read his Congressional Medal of Honor citation and wanted to shake his hand. He died a few days later.

The gentleman who served with Merrill's Marauders, the survivor of the Bataan Death March, the survivor of Omaha Beach, the 101 year old World War I veteran, the former POW held in frozen North Korea, the former Special Forces medic -

now with non-operable liver cancer, the former Viet Nam Corps Commander. I remember these citizens.

I may still groan when yet another ambulance comes in, but now I am much more aware of what an honor it is to serve these particular men and women.

I have seen a Congress who would turn their back on these individuals who've sacrificed so much to protect our liberty. I see later generations that seem to be totally engrossed in abusing these same liberties, won with such sacrifice.

It has become my personal endeavor, to make the nurses and young enlisted medics aware of these amazing individuals when I encounter them in our Emergency Dept. Their response to these particular citizens has made me think that perhaps all is not lost in the next generation.

My experiences have solidified my belief that we are losing an incredible generation, and this nation knows not what it is losing. Our uncaring government and ungrateful civilian populace should all take note. We should all remember that we must "Earn this."

Written By CPT. Stephen R. Ellison, M.D.

(If you send this story along to friends, please include the author's name. Thank you!)

Submitted by ILt David Herrmann

TAILWINDS: Development of Local Airports and Airfields

The first airfields in the Finger Lakes region were the farm fields, pastures, baseball diamonds, and the infields of local fairgrounds. As airplane technology rapidly improved, such arrangements were less than satisfactory.

When an Army flight demonstration team visited Geneva, just days after the 1918 Armistice, its members used the fields east of the A.G. Lewis residence, across Pre-Emption Road from White Springs Farm. That is approximately where the Geneva Town Hall is today. The fields had been plowed leaving grassy strips for landing. However, the fields were so rough and wet that the aircraft wheels sank into the mud when high winds made use of the narrowly defined landing strip unusable. The largest airplane, a DeHaviland bomber, broke its tail on landing in the field. A crowd of "thousands" swarmed the field, however, giving a vivid demonstration of public fascination with aviation.

Nearly a decade later, Paul Redfern began promoting an airport for Geneva. Redfern, however, "mysteriously disappeared" while flying to South America in 1927. The cause of building a real airfield was taken up by Spencer Punnett and Charles Wetheren who leased land from William Fordon at the current intersection of Route 14-A and Routes 5 & 20. They operated Finger Lakes Airport for two years, providing flight instruction and general services. Several daring cross-country flyers stopped in Geneva for fuel or to promote aviation in the mid 1920's. A National Air Tour stopped in Geneva in 1927. Harold A. Nestor and H. F. Fink built a large hanger on the Geneva airport site together with a refreshment stand. Punnett later developed an airfield between Pittsford and East Rochester.

Nestor was a distinguished aviator who had won the British Distinguished Flying Cross with the Royal Air Force during World War I.

In June, 1929, a Syracuse concern, General Aviation Company, leased Finger Lakes Airport with the intent of establishing a regional commercial airport. Conditions at the field were apparently somewhat primitive still. Local newspaper stories mentioned that General Aviation intended to cut the grass, remove utility wires obstructing the landing strips and "put the grounds in good condition for landing." Empire Gas and Electric told the press that "if there [was] to be any real activity at the field the wires and poles could be moved."

When General Aviation Company took over the operation of Finger Lakes Airport they promoted aviation with methods already tried and true; they held an air show. They also sent several planes to Geneva for exhibition and passenger flights. One of those planes was apparently a Ford Tri-motor, an impressive first generation 14-passenger craft much in the news at the time. Two Tri-motors had previously visited Geneva with the National Air Tour in 1927. Curtiss Flying Service, which owned the Tri-motor, sent it on a tour of the state promoting commercial aviation in communities like Geneva.

Also in June, 1929, Seneca Falls businessmen also began considering the merits of an airport. Curtiss Flying Service was promoting air service there also. The state legislature had recently passed two laws making it possible for cities and villages to purchase land outside their corporate boundaries for the purpose of operating an airport. Those statutes were an important ingredient in the Seneca Falls proposal.

By the late 1920's, an air field was cleared and graded on Lake Street behind Roseland Park and the Country Club property in Canandaigua. That field, managed by James C. Thomas at its end, served local private pilots until 1948. It eventually consisting of two runways and covered 30 acres. The Parkway Drive-In Theater was built on the site in the late Spring of 1948. Today the site is covered by Roseland Center plaza, the 5&20 bypass and several other commercial properties.

Prior to that, planes had landed at the Jefferson Avenue baseball field on the East side of Canandaigua. It was a less-than-satisfactory situation. On July 13, 1929 Lady Mary Heath, a well-known "aviatrix" from Ireland, flew into Canandaigua from Honeoye on a tour up Upstate towns. She told a local Chautauqua meeting that "Canandaigua should have an adequate airplane landing field and airport to keep up with the progress of other places..." The *Ontario County Times* pointed out that she spoke from experience. Her wheels got stuck in a ditch when she landed. George "Honkey" Reese, a well-known barnstormer from the Naples area, came to escort Lady Heath to his hometown. His landing gear was "smashed" when he landed at Jefferson field. Then a carelessly discarded cigarette started a grass fire which nearly incinerated Reese's plane.

The Great Depression appears to have thwarted the airport plans of many upstate towns. From 1932 to 1938 the *Geneva City Directories* show no airport business enterprise. Then, in 1938, Geneva Flying Service is listed once more.

As World War II approached there was hope that the federal Civil Aeronautics Authority would facilitate federal aid for local airport construction. However, long-time Representative John Taber, a member of the House Appropriations Committee, made clear that federal airport aid would not be forthcoming. In a 1940 press release Taber noted:

"Many people have been deceived by the news dispatches coming out of Washington with reference to possible airports. The Civil Aeronautics Authority prepared a list of the airports with the idea of what it would cost to build airports in about 4000 places in the U.S. Many of these cost figures were way out of line with what the cost should be for the places involved."

Taber also indicated that the establishment of airports was, in large part dependent on "the Army and the Navy, determin[ing] that it was important from the standpoint of National Defense... None of the airports in my Congressional district are on their list..."

With the virtual ban on civil aviation during the war, little more was considered until 1945. One proposal for commercial air service to Canandaigua, which would have necessitated a better airport, did surface in September, 1944. All American Aviation, Inc.; a regional airline serving 118 communities in Delaware, Kentucky, New York, Ohio, Pennsylvania, West Virginia and the District of Columbia; petitioned the Civil Aeronautics Board for permission to provide service to communities between Buffalo and Syracuse. Among the local communities considered at a Buffalo hearing were East Rochester, Fairport, Palmyra, Newark, Lyons, Clude, Wolcott, and Canandaigua. Hearings were held in Buffalo but nothing came of the proposal.

A year later, another proposal for a larger, commercial airport near Canandaigua, was being discussed at the state level. The Transportation Committee of the local Chamber of Commerce met with William Murray, a representative of the State Department of Aviation, to discuss possible sites and plans. Chamber Secretary Fred J. Blodgett told the *Daily Messenger* that:

"Several times in the past...Canandaigua has been considered as a likely spot for an airport but plans never developed. At those times building materials were scarce and the war was a factor against construction of an airport.

"With the coming of the air age, Canandaigua cannot be passed by as the demand for travel by air grows and business men depend on planes for fast shipment of supplies."

Several sites for a new airport were considered. The *Times-Journal* reported that the Marion Case farm had been the favorite, but it had "already been secured by other interests. The deed which, that same year, gave Wallace McAnn title to his Brickyard Road airport property indicates that Marion Case sold

it. Evidently, there was some competition for the development of an airport on the Northwest side of Canandaigua.

The argument that an airport was essential to business development would ultimately be the telling argument facilitating airport construction. It would take 40 years, however. Private ownership of any airport was a constant element of local proposals. In 1945 the promoter of the Canandaigua airport project was Garth Packer, operator of an airport in Palmyra.

When nothing came of the proposals supported by the Canandaigua Chamber of Commerce, the Ontario County Board of Supervisors took up the challenge of providing a full-service local airport. On June 6, 1946, Fred G. Lyon, Chairman of the Board, appointed a county airport committee. The five-man committee investigated the feasibility of constructing an airport between Geneva and Canandaigua along Routes 5 & 20. The committee was representative of that corridor with its members being the Supervisors from Geneva, Gorham, Canandaigua, East and West Bloomfield. Three months earlier, the Supervisors heard a talk by William E. Cullinan, Director of the Bureau of Aviation (State Department of Commerce) on the advantages of county-owned airports. In the last analysis, it would be county support that would ultimately result in construction of a real commercial airport in Canandaigua. However, Ontario County was not yet ready to take an active role in airport development.

Right after World War II Middlesex Valley Airport, operated by the Middlesex Valley Flying Club, Inc. was constructed on the Northwest corner of that village. It was initially managed by George King.

In 1946 Victor-Farmington Airport, developed by Donald Smith and an unrelated Army buddy, Sheryn B. Smith, opened for business. The two young men, barely in their twenties when they were flying for the Army Air Forces, decided to turn their enthusiasm for flying into a business after the war. The two men gave flight instruction, flew charter flights, and pleasure flights for hire. In 1948 the Smiths reported giving flight instruction to about 20 students, down slightly from the year before. A nearby farmer, Everett Blazey, quickly became a steady customer of the Smiths.

Located on Beaver Creek Road, near its former intersection with Route 332, the Victor-Farmington Airport consisted by a large "Nisson hut type" hanger, two right angled runways, and a small office. For charter use the partners purchased an Army surplus PT-23 training plane to go with their Aeronca Champ and a Piper Cub. Throughout the 1950's, Victor-Farmington Airport was busy, particularly through its association with local members of the Flying Farmers. The airport closed when Finger Lakes Racetrack was developed nearby. The old hanger building is still (2001) in use by veterinarians testing horses.

For a short time in the late 1940's interest in private civil aviation waned. The state Department of Commerce counted 11 small regional air fields and seaplane bases in 1952, however.

Early in the post-World War II era, the only year-around operation was Scenic Aire Park, three miles south of

Geneva on Seneca Lake. Its manager in the early 1950's was Richard Serven. Scenic Aire Park had two landing strips of 2500 and 1800 feet respectively. A restaurant and refueling facilities were located on the site. Weather information, minor repairs, and ground transportation could be obtained at Scenic Aire Park also. Scenic Aire Park also operated a seaplane base on Seneca Lake. P.A. Stacey, Jr. was listed as the operator of the base in 1952.

In the decades following World War II, the development of an airport for Canandaigua rested on the efforts of Wallace McAnn. A Rochester resident who moved to Canandaigua in 1946 specifically for the purpose of creating an airport and an aviation center. McAnn slowly developed a new site which would eventually become a fully developed airfield on the Brickyard Road in the Town of Canandaigua. Opened about 1946, it got off to a shaky start and closed in 1948, then reopened on a seasonal basis.

By 1961, McAnn had a hangar (completed in 1960), a repair business and a "well-marked and well-conditioned" 1750 foot runway. Nearly a dozen airplanes were "tied down" there. McAnn looked forward to lengthening the runway, building more hangars, and making more extensive services available. Perhaps most of all, he looked forward to hosting flying clubs at his small town airport. In 1961, he told the *Daily Messenger*:

"I believe we are on the threshold of major expansion in private air travel. More men and women are learning to fly. Small planes were never better and there are more and more fields for landing. Air travel is not only traffic-free and faster, but it is also breathtaking in th4e beauty it unfolds and the sense of excitement and fascination which it stimulates."

McAnn was right about everything but being on a threshold. At least the time frame of the local expansion was a bit wider than he expected.

Smaller fields open to the public in the 1950's included seasonal operations at the Robert J. Bowerman farm near "Brownsville," Town of Victor; the Floyd G. Canne airport three and a half miles northeast of Phelps; Sheppard field, managed by Jack Breen one mile southwest of Seneca Castle; and Sprague airport, operated by Donald E. Johnson, two miles from Hall. Frederick O. Yerkes' airport was located three and a half miles northwest of Canandaigua, and Ira S. Deyo's seaplane base operated from Honeoye Lake. At some of these fields fuel and minor repairs were available.

Pilot and flight instructor John Harris operated a small flying service along Routes 5 & 20 near Geneva, just west Gates Road, in the mid-1960's. Later moved over to Gates Road (Town of Seneca), Harris' field is now Grammar Airport.

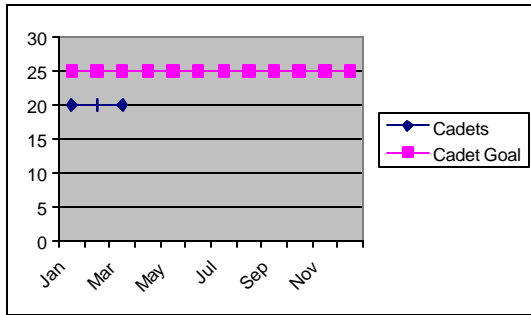
Additional fields and seaplane bases were located in Penn Yan, Newark, Palmyra and East Bloomfield.

There have been many other smaller, private air fields.

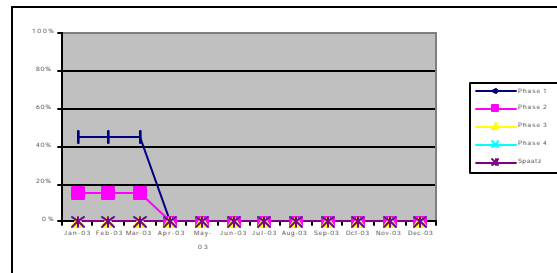
Maj. Preston E. Pierce
Squadron Historian

Where do we stand at the moment?

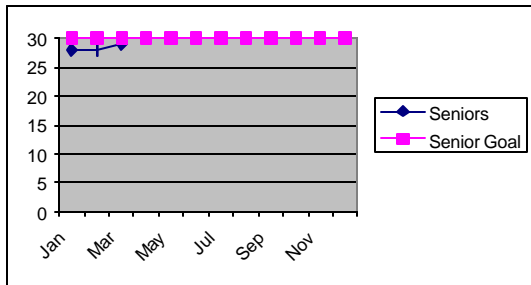
These next couple of charts will show you where we stand in regards to cadets, senior members, and a squadron for 2003.



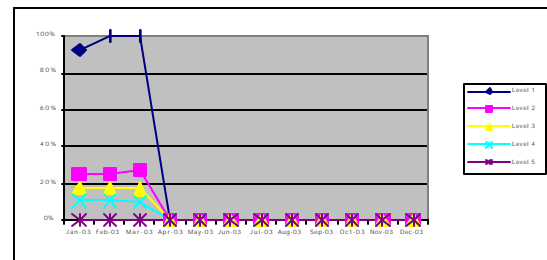
Cadet Recruiting



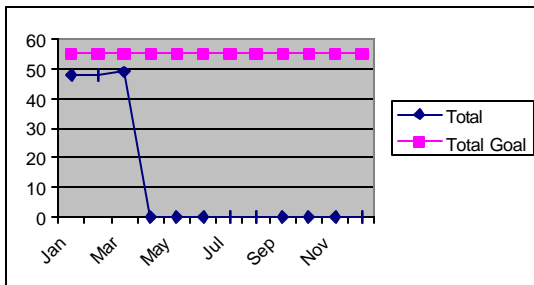
Cadet Progression



Senior Member Recruiting



Senior Progression



Total Squadron Recruiting

Only six members from this year's recruiting goal!!!

**Cadets: 5 under goal
Seniors: 1 under goal**

Recruit! Recruit! Recruit!

What's Happening in New York Wing

☞ - Indicates a Suspense

** - Indicates New Item

March

22 NYW Region Staff Assisted Visit / Wing CI - NYW HQ (tentative)

**☞/22 Encampment Cadet Staff Applications Due

**☞/22 Encampment Senior Member Applications Due

28 - 30 CAN Spring ES Bivouac

29 NYW Mission Management Workshop - Utica

April

2-5 NHQ National Congress on Aviation and Space Education - Cincinnati, OH

**4-6 NYW Encampment Workshop

5-6 NYW Sarex 2 (TBD)

19 NYW Inspection of Finger Lakes Group

26-27 CAN Squadron ES Training

30 CAN Squadron Open House

May

**3 FLG Airport Safety Day & FLG WINGS Flight Clinic

17 NYW CD training mission - Albany

9 THE GHOSTWRITER

**24-26 NYW Encampment Workshop
 25 FLG Perry-Warsaw Fly-in Breakfast
 26 CAN Memorial Day Parades (Hemlock and Honeoye
 30-31 NYW Annual Conference - Owego
 June
 1 NYW Annual Conference - Commander's Call
 7-8 NYW Sarex 3 (TBD)
 **14 NYW Encampment In-flight Applications Due
 21 NYW National Check Pilot Standardization Course
 July
 4 CAN Fourth of July Parade – Honeoye
 9 CAN Squadron Commander’s Call
 11-13 NYW Ground Team School (TBD)
 **13-19 NER Regional Staff College
 **24 NYW Encampment – Staff Arrival
 **26 – 31 NYW Encampment
 26-27 CAN Squadron ES Training
 27 NYW CD training mission - Albany
 August
 **1 – 3 NYW Encampment
 **4 NYW Encampment – Staff Departure
 08-10 NYW Aircrew Training School (TBD)
 15-17 CAN Fall ES Bivouac
 16-17 NYW Mountain Flying Course - Plattsburgh
 25-27 NHQ National Board Meeting - Las Vegas, NV
 September
 12-14 NER Region Conference - Worcester, MA
 20-21 NHQ NYW Sarex 4 (TBD)
 24 CAN Squadron Open House

27-28 CAN Squadron ES Training
 October
 15 CAN Annual Awards Selection
 25-26 CAN Squadron ES Training
 November

December

1 NHQ CAP's 62nd Anniversary
~~15~~ Senior Member of the Year Applications Due @ NYWG HQ's
~~15~~ Cadet of the Year Applications Due @ NYW G HQ's
~~15~~ Cadet NCO of the Year Applications Due @ NYWG HQ's
~~15~~ Air Force Sergeants Association Award to Outstanding CAP Cadet NCO of the Year Applications Due @ AFSA
~~15~~ Air Force Association Award to Outstanding CAP Cadet Applications Due @ Air Force Association
~~15~~ Communicator of the Year Applications Due @ NYWG HQ's
~~15~~ Brewer Aerospace Award Applications Due @ NYWG HQ's
~~15~~ National Special Activities Applications Due @ NYWG HQ's
~~15~~ Scholarship Applications Due @ NYWG HQ's
 17 CAN Squadron Christmas Party
 24 CAN No Meeting
 31 CAN No Meeting

Have News?

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